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Railroad Lines	Damages Determined
Postock-Stralsund Coerlitz-Dresden	Most of the rails and ties are over-age. Rails are completely worn out between Klotzsche and Arnsdorf.
Berlin-Schoenberg	Rails between Dresden-Reick and Dresden main railroad station are in a very poor condition.
Chemnitz-Riesa	Rails in some sectors of the line are in a very poor condition particularly between Chemnitz and Doebeln.
Dresden-Riesa-Leipzig	The permanent way is over-age, particularly between <del>Borsdorf</del> and Leipzig.
Dresden-Chemnitz-Reichenbach	Rails between Tharandt and Klingenberg are completely worn out. Grooves are particularly conspicuous on the Dresden-Chemnitz track.
Chemnitz-Weithain-Leipzig	The permanent way is in poor condition, particularly in the Leipzig area.
Adorf-Chemnitz	The permanent way is weak and over-age in some sections, particularly between Adorf and Aue.
Leipzig-Plauen	Both tracks are in poor condition between Leipzig and Altenburg.
Berlin-Coerlitz	The track between Cottbus and Coerlitz is over-age.
Frankfurt/Oder-Cuben-Cottbus	The second track is inadequate in places.
Berlin-Halle-Erfurt	From 50 to 60 percent of the rails of the two tracks must be replaced.
	The status of the Jueterbor- <del>Bautzen</del> track is particularly unsatisfactory, because the rails had to be welded at many spots. The replacement of rails is most urgent between Ludwigsfelde and Jueterbor and in the Craefenhainichen, Bitterfeld and Naumburg areas. Maintenance work has been notably neglected in the Halle railroad district.
Halle-Cottbus	The permanent way is in poor condition, because rails and ties are over-age and maintenance work was neglected. The physical status of the line between Eilenburg and Halle is particularly bad.
Falkenberg-Schereleben	Tracks are in very poor condition near Jessen and between Bernburg and Quedlin.
Wannsee-Dessau	About 50 percent of the second track between Wiesenburg and Belzig must be replaced.
Magdeburg-Dessau-Leipzig	Rails between Dessau and Wolfen should be replaced.
Magdeburg-Halle-Leipzig	Rails and ties between Gnadau and Calbe on the Saale River east must be replaced. Maintenance work is urgently required in the Schkeuditz area. Individual sections between Leipzig and Halle will have to be replaced soon.

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Railroad Lines	Damages Determined
Magdeburg-Sangerhausen-Erfurt	Replacement of ties and rails is required in the entire area of the Foerderstedt railroad maintenance station and between Sandersleben and Blankenheim.
Leipzig-Cera-Saalfeld	The physical status of the permanent way is unsatisfactory. The sections in the areas of the Leipzig-Flugwitz and Krossen railroad maintenance stations are in particularly poor condition.
Halle-Nordhausen	Rails and ties of several line sections between Angersdorf and Lisleben, Blankenheim and Angershausen and near Kossleben require replacement.
Halle-Halberstadt	Ties must be replaced between Sandersleben and Lelleben, Catersleben and Sandersleben and between Wegeleben and Halberstadt. The subgrade of this line must also be reconditioned.
Magdeburg-Halberstadt-Thale	Rails must be replaced between <del>Oschersleben</del> and Krottorf, and new ties must be laid between Mienhausen and Halberstadt. Rails must be replaced also between Wegeleben and Quedlinburg and Quedlinburg and Thale.
Berlin-Marionborn	Ties must be replaced in the area of the Grosskreutz railroad maintenance station, and rails must be replaced between Magdeburg and the zonal border.
Magdeburg-Stendal-Mitterberge Magdeburg-Oebisfelde	Rails must be replaced near Lothensee and between Langermünde and Stendal. In most parts the permanent way is over-a-e. The poorest sections are between Luelstringen and Kaetzlinchen.

## b. Branch Lines.

The physical status of branch lines on which **inspections** were made for the second time, has considerably deteriorated, **because of** the poor condition of ties and a critical shortage of small iron fittings. On some curves, the gauge measured exceeded the proscribed standard-gauge by 71 mm, and on many curves the widening of the gauge amounted to 60 mm. Reconditioning of tracks is required on the Neustadt/Bosse-Meyenburg-Cuestrow, Bismar-Hostock, Merseburg-Muecheln-Querfurt, Grosskorbetha-Deuben, Weissenfels-Zeitz, Halberstadt-Blankenburg-Hilbingerode, and Foerderstedt-Sandersleben lines.

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3. Switches.

The physical status of switches on main tracks is also very poor. Measuring tapes indicate that the points of the switches have widened considerably, which is attributed to the wearing out of the fastening of stock rails. Other defects have also been determined. They have a detrimental effect on trains moving at great speeds.

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Comment.

The poor condition of railroad lines will not lead to a complete breakdown of railroad operations in the near future; however, it will gravely affect the efficiency of the East German railroad system.

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